workbook

The following section is a reprint of the information presented for the November 7th event.

prepared for the November 7, 2001
South Lake Union
Streetscape + Connections Working Session

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South Lake Union
Coordination Working Session

Streetscape + Connections

MERCER

Existing Uses

This area includes retail, office, restaurant and light industrial uses, including a number of properties which the City is in the process of selling to Vulcan Inc.

Transportation Characteristics

Mercer is an eastbound one-way street carrying four lanes. It is the heaviest traveled roadway in South Lake Union. Sidewalks are of minimum width.

Direction from Neighborhood Plan

The South Lake Union Neighborhood Plan calls for retention of the existing street grid to preserve urban scale and provide view corridors and access points.

- Prepare "mini" urban design plan for Mercer/Valley corridor integrating considerations of land use, access, and neighborhood character.
- Develop a set of integrated improvements for the for Mercer/Valley corridor with little or no right of way impacts and only positively perceived or mitigable impacts on the neighborhood.
- Improve streetscape on both Mercer and Valley Streets by providing new sidewalks, street trees, street and pedestrian scale lighting and appropriate street furniture.
- Study adding a signal at Terry Avenue and Mercer Street, and/or, Terry Avenue and Valley Street. Encourage pedestrian access to South Lake Union Park and waterfront businesses via Terry Avenue.

Other Planning Recommendations

The City has contracted with Parsons Brinckerhoff to complete preliminary engineering analysis on the South Lake Union neighborhood plan transportation recommendations. Recommendations from the analysis that pertain to Mercer St. include: plant new street trees and install pedestrian lighting along Mercer St. to enhance visual continuity, minimize future curb cuts and driveways directly off Mercer St, replace all sidewalks, provide a continuous, five-foot planting strip between sidewalk and street, and lay special paving at the intersection of Mercer St. and Terry Ave. to highlight Terry's 'Green Street' designation.

Planned Projects

Once fully developed, South Lake Union Park and the Maritime Heritage Center will provide a substantial anchor and open space for the entire area. The 1999 Makers urban design study of South Lake Union properties identify City parcel #14 - the north half of the block bound by Westlake Ave N, Valley St., Terry Ave. and Mercer St. - as a potential for a cultural use. In addition, the conditions attached to the sale of the City-owned property require that public parking be provided for the Park on the City properties and that a cultural facility and affordable housing be developed in the neighborhood.

THOUGHTS?

Key Design Challenges

What can be done to create inviting pedestrian access to South Lake Union Park from the SLU neighborhood while accommodating the transportation purpose of the corridor?

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What remaining issues need resolution?

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Are there any ideas that should be taken off the table?

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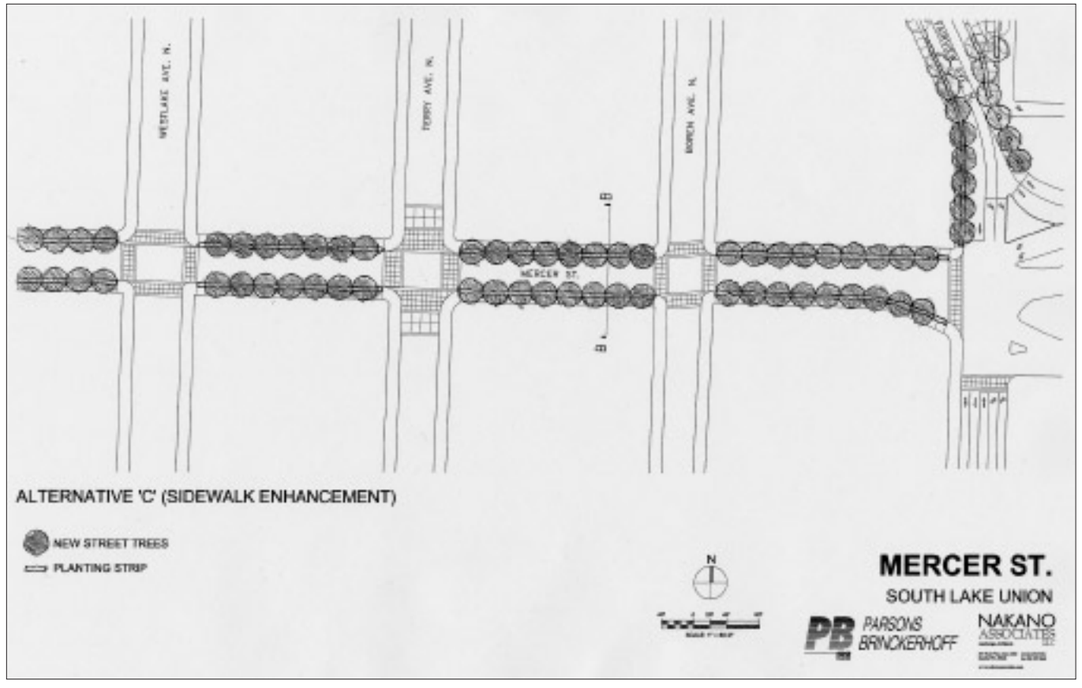
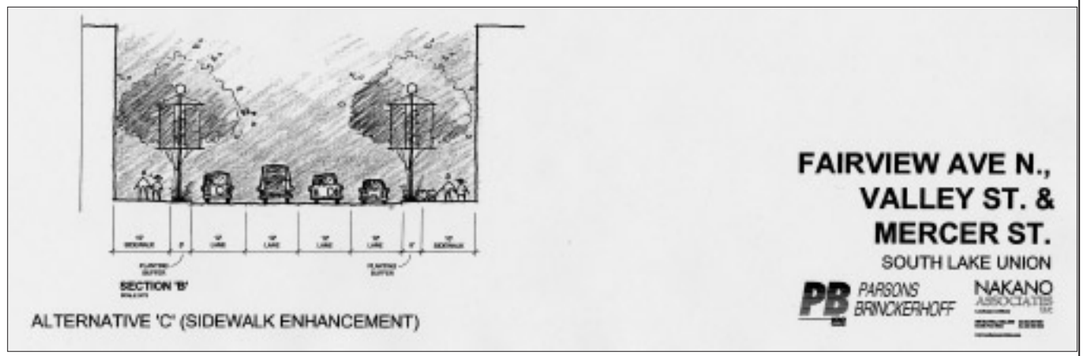
POSSIBILITIES . . .





Parsons Brinckerhoff and Nakano Associates were hired by the City of Seattle to identify and evaluate potential corridor improvements for the South Lake Union roadway network. The following recommendations from the Phase 2 draft report pertain to Mercer Street: maintain existing traffic flow and enhance the pedestrian experience; plant new street trees and install pedestrian lighting along Mercer St. to enhance visual continuity; minimize future curb cuts and driveways directly off Mercer St.; replace all sidewalks; provide a continuous, five-foot planting strip between sidewalk and street; lay special paving at intersection of Mercer St.; and Terry Ave. to highlight Terry's 'Green Street' designation.

VALLEY

Existing Uses

This area includes retail, office, restaurant and light industrial uses, including a number of properties which the City is in the process of selling to Vulcan Inc.

Transportation Characteristics

Valley Street carries two eastbound lanes, two westbound lanes, plus a right turn lane to northbound Westlake. An inactive railroad line is located in the 120 foot right of way along the north side of Valley. Valley's width, high traffic volume, and lack of crosswalks make pedestrian crossings very dangerous.

Direction from Neighborhood Plan

The South Lake Union Neighborhood Plan calls for retention of the existing street grid to preserve urban scale and provide view corridors and access points.

- Prepare "mini" urban design plan for Mercer/Valley corridor integrating considerations of land use, access, and neighborhood character.
- Develop a set of integrated improvements for the for Mercer/Valley corridor with little or no right of way impacts and only positively perceived or mitigable impacts on the neighborhood.
- Improve streetscape on both Mercer and Valley Streets by providing new sidewalks, street trees, street and pedestrian scale lighting and appropriate street furniture.
- Construct a pedestrian bridge over Valley St. (probably at Terry Ave.) to connect the proposed parking structure south of Valley with South Lake Union Park. Construct a pedestrian overpass across Valley between Terry and Fairview.
- Reinforce pedestrian at-grade crossings on Valley St. at Fairview and Westlake Ave.
- Pedestrian crossings at Valley and Westlake shall be subject to design guideline consideration as is the proposed pedestrian bridge(s) over Valley Street
- Encourage METRO to have highly visible transit stations at Fairview/Valley and Westlake/Valley intersections to provide alternative access to South Lake Union Park and waterfront businesses.
- Study adding a signal at Terry Ave. and Mercer St., and/or, Terry Ave. and Valley St. Encourage pedestrian access to South Lake Union Park and waterfront businesses via Terry Ave.
- Maritime thematic elements are strongly advocated within the park and along access routes to the park. Brick or colored cement is recommended for crosswalk/sidewalk use. Historical maritime elements such as boats, fittings, charts, and maritime equipment should be used for areas in and leading to the park.
- Encourage METRO to have highly visible transit stations at Fairview/Valley and Westlake/Valley intersections to provide alternative access to South Lake Union Park and waterfront businesses.
- Study adding a signal at Terry and Mercer, and/or, Terry and Valley. Encourage pedestrian access to South Lake Union Park and waterfront businesses via Terry.

Other Planning Recommendations

The City has contracted to complete preliminary engineering analysis on the South Lake Union neighborhood plan transportation recommendations. Page 4 of this workbook describes the details of this analysis.

Planned Projects

Once fully developed, South Lake Union Park and the Maritime Heritage Center will provide a substantial anchor and open space for the entire area. The 1999 Makers urban design study of South Lake Union properties identify City parcel #14 - the north half of the block bound by Westlake Ave N, Valley St., Terry Ave. and Mercer St. - as a potential for a cultural use. In addition, the conditions attached to the sale of the City-owned property require that public parking be provided for the Park on the City properties and that a cultural facility and affordable housing be developed in the neighborhood.

THOUGHTS?

Key Design Challenges

What can be done to create inviting pedestrian access to South Lake Union Park from the SLU neighborhood while accommodating the transportation purpose of the corridor?

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With the development of South Lake Union Park, how should the vehicle access/drop off to South Lake Union Park and to adjacent businesses from Valley Street work?

■

What is the best way to coordinate the construction of the City's portion of the combined sewer overflow project with Park development and streetscape amenities (see description on pg. 19)?

■

How can the transmission power lines that run through the Park be undergrounded or relocated with limited resources?

■

Can traffic flow levels and service requirements be met with a traffic signal at the Valley St. and Terry Ave. intersection?

■

What remaining issues need resolution?

■

Are there any ideas that should be taken off the table?

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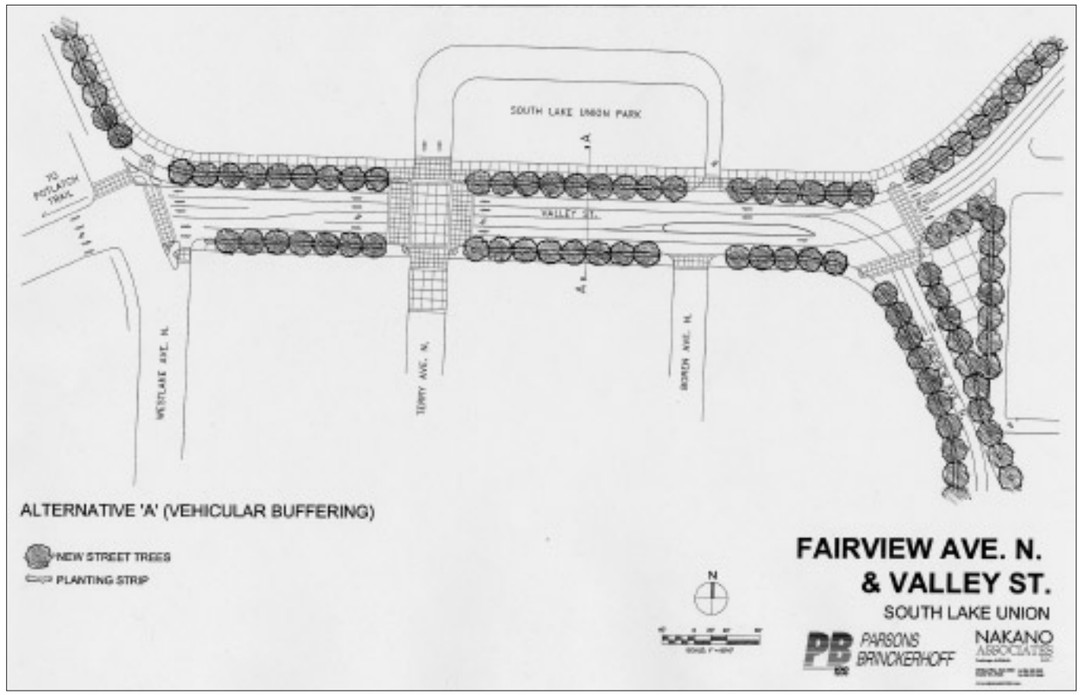
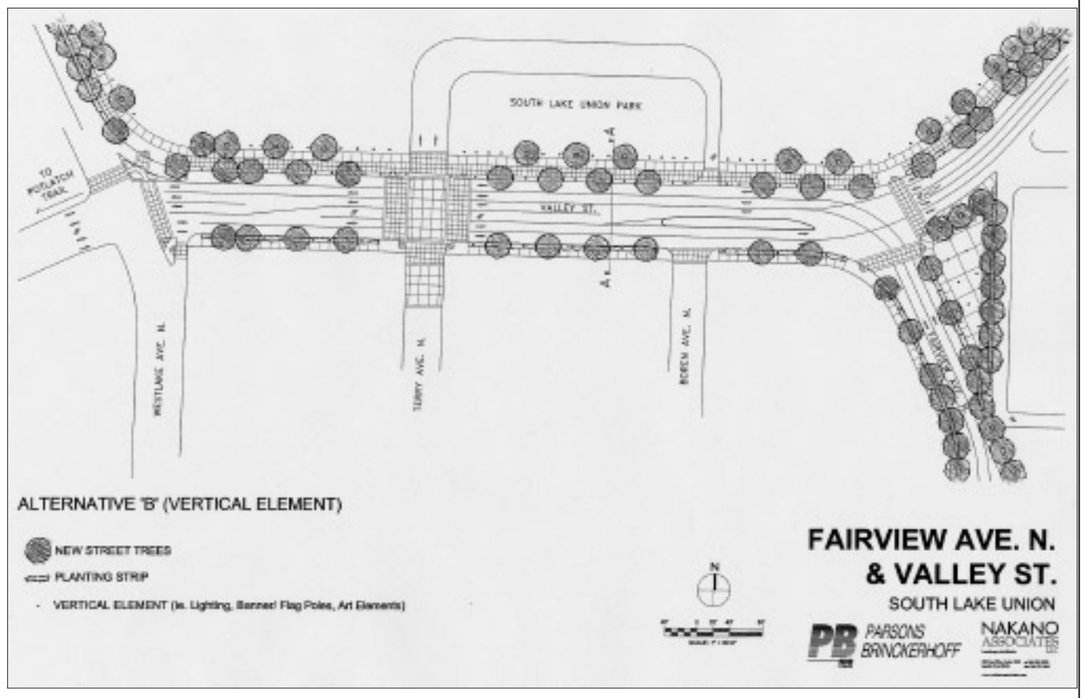
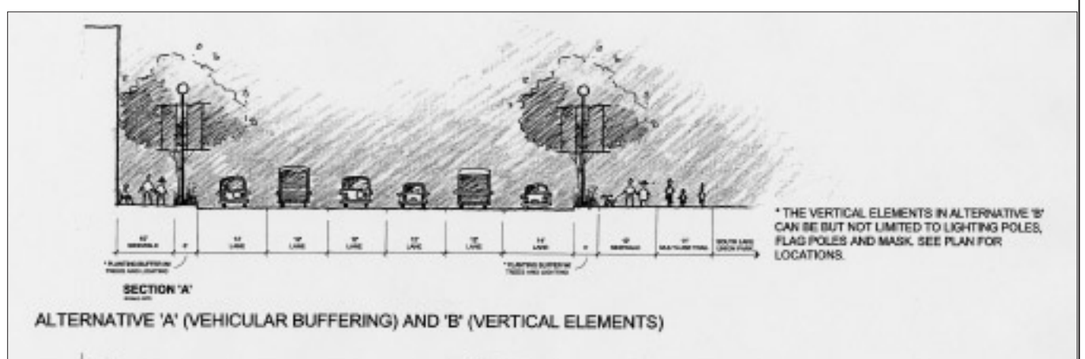
POSSIBILITIES . . .





Parsons Brinckerhoff and Nakano Associates were hired by the City of Seattle to identify and evaluate potential corridor improvements for the South Lake Union roadway network. These illustrations represent alternatives proposed in the Phase 2 draft report that pertain to Valley Street. The following elements are common to both alternatives: a balance between traffic flow and pedestrian movement; enhanced pedestrian and bicycle circulation with new sidewalks and Potlatch Trail; safe street crossings that are clearly marked with decorative paving; a seamless transition between the streetscape and the new South Lake Union Park; pedestrian amenities placed at intervals along the sidewalks on both sides of the street; alternating new street trees and pedestrian lighting to provide visual continuity and reinforce the sense of traffic flow moving into and through the area; and recognition of the Valley St/Fairview Ave N and Valley St/Westlake Ave N intersections as gate-ways to this neighborhood.



South Lake Union
Coordination Working Session

Streetscape + Connections

TERRY AVE

Existing Uses and Character
This corridor includes light industrial, surface parking and office uses. The street is characterized by exposed brick cobblestones and railway tracks.

Transportation Characteristics
Terry Ave. N. is a two way street. Relatively few vehicles use Terry to access businesses on the street.

Direction from Neighborhood Plan
The South Lake Union Neighborhood Plan envisions Terry Ave. N. as a street of interest that physically and visually connects the neighborhood to the waterfront. The Neighborhood Plan calls for the retention of the existing street grid to preserve urban scale and provide view corridors and access points.

Other Planning Recommendations
The 1998 Makers urban design study of South Lake Union properties proposes specific pedestrian oriented improvements such as wide sidewalks, pedestrian scale street furnishings, and heavy landscaping at the north end.

Planned Projects
An EIS is currently being conducted for a major development project targeted for biomedical and office tenants on three separate blocks. Development plans on each block include street level retail at ground level oriented toward Terry Avenue and a variety of set backs from the property line. These setbacks are intended to activate the street and provide publicly accessible open space. The corridor will be anchored to the north by the new South Lake Union Park and to the south by a new mixed use grocery, retail, office and residential development.

THOUGHTS?

Key Design Challenges
What can be done to enliven Terry?

How can the treatment of storm drainage become an amenity?

How should design guidelines be addressed for the following:

Site Planning
Preservation of view corridors
Alleys
Setbacks
Curbs and corners
Block patterns

Architectural + Engineering Elements
Streetcar stations
Power + communications infrastructure
Streetlighting
Traffic Signals
Parking entrances
Character/context
Scale

Landscaping
Trees, plant materials and lighting
Public open space
Pedestrian connections
Site furniture and wayfinding
Sustainable options

Public Art
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-

What remaining issues need resolution?

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Are there any ideas that should be taken off the table?

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POSSIBILITIES . . .

Introduction

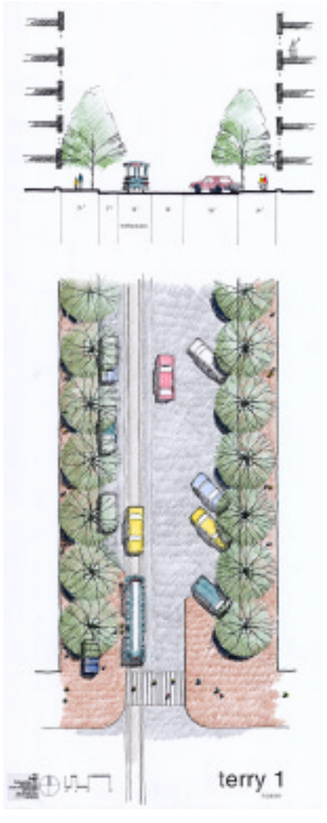
The study area encompasses the length of Terry Avenue North, which begins at Valley Street and ends at Denny Way. Currently underused by both pedestrian and vehicular traffic, Terry Avenue is nevertheless a critical future asset to the South Lake Union area. Potentially serving as a pedestrian link between the neighborhood fabric and the Lake to the north, Terry is positioned to offer neighborhood residents a destination rather than simply a vehicular transportation corridor.

Beginning south of Valley Street, Terry Avenue's existing right-of-way of 66 feet is supplemented by 5 feet of dedication on many of the properties facing the street. When an additional 5 feet is used to provide a consistent setback along building facades, Terry's right-of way becomes 76 feet. This offers an extraordinary amount of space and flexibility in which to design a unique pedestrian oriented environment able to transform the image of South Lake Union.

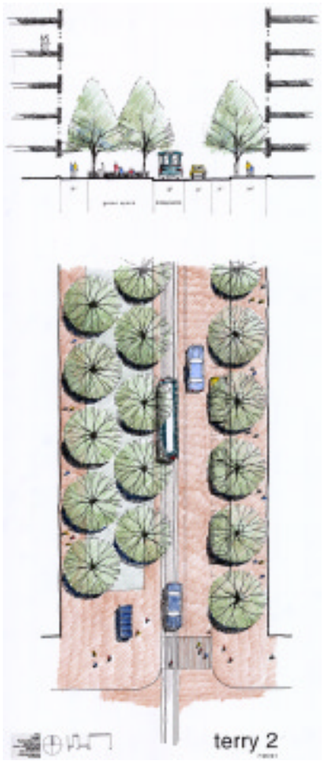
The following illustrations explore the proper location of open space within the right-of-way. All alternatives include a northbound lane of traffic and a streetcar that shares the southbound lane. Each option also proposes the use of special paving surfaces either on sidewalks only, or on both sidewalks and street. A reasonable amount of street parking is to be included for retail, while providing a high quality pedestrian environment.

POSSIBILITIES . . .

Terry 1 provides no significant open space or linkages. It incorporates parallel parking on the west side and back-in angled parking on the east side of the street. This alternative offers no green space amenity, it creates a conventional streetscape using parking as a traffic calming device.



Terry 2 consolidates open space on the west side of the street. It allows for parking on the east side of the street only, consolidates the remaining area into usable (though shaded) open space, and generates a significant visual amenity.



Terry 3 uses the open space to transform the street into a boulevard. Though this configuration has the potential to create a powerful visual statement, it places the open space in the center of the right-of- way, where pedestrian acce ss and use is unlikely. Because a 12' wide medium is not large enough to attract users, ultimately the medium would serve as a visual amenity only, and the 14' sidewalks would become the only usable pedestrian spaces.

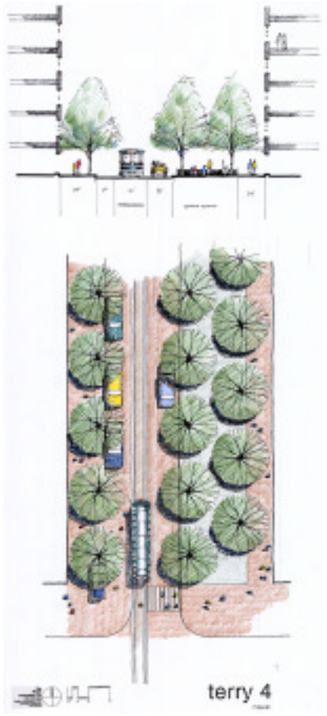
Terry 4 places the open space where it can serve the neighborhood by creating connections to other public spaces. It provides parallel parking on either one or both sides of the street, and places the consolidated open space on the east side, where sun exposure is best.

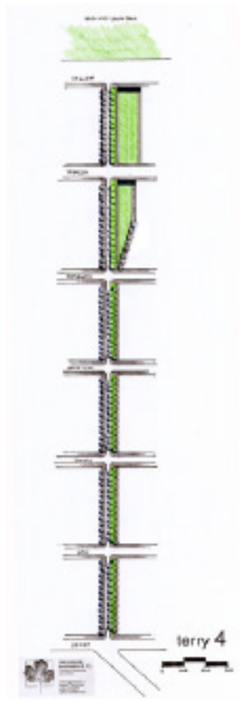
POSSIBILITIES . . .

Preferred Alternative – Terry 4

Consolidating open space on one side of the street gives it more visual prominence and flexibility for use. Furthermore, locating the open space on the east side allows for good sun exposure, which can help activate the space and support adjacent retail. This unique single loaded cross section gives us the opportunity to design a streetscape unlike any other in the city.

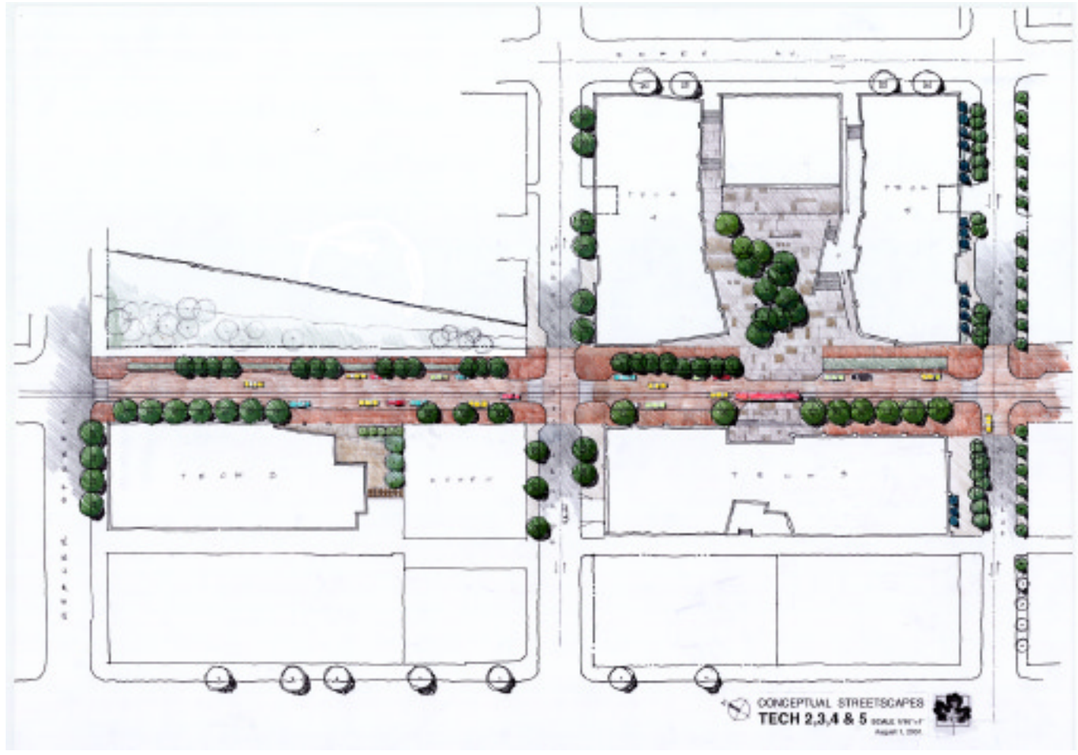
In this alternative, as well as in all other previous ones depicting Terry Avenue, the streetcar runs southbound on the east side of the street. Technical data pertaining to the streetcar at present is thought to be along the lines of the new streetcar in Portland, recently inaugurated.





Two Block Study

At this scale the special character of Terry within the wider neighborhood and street grid system becomes evident. The use of a unique paving material for the sidewalks as well as for the street conveys a strong signal that this is a pedestrian oriented environment.



South Lake Union
Coordination Working Session

Streetscape + Connections

WESTL'K+9TH

Existing Uses
Centered along Westlake Avenue North, this area currently includes light industrial, retail, and office uses.

Transportation Characteristics
Westlake Ave. N. is a three and four lane northbound one-way street, which operates as a couplet with 9th. Sidewalks are wide, but much of it is in poor condition.

Direction from Neighborhood Plan
The South Lake Union Neighborhood Plan calls for the development of a streetscape program for Westlake and 9th Avenues North.

Other Planning Recommendations
Two studies of Westlake Avenue N are in process. One addresses Westlake south of Denny Way as part of a downtown open space strategy (Mithun Inc. team) while the other addresses potential corridor improvements for the South Lake Union roadway network (Parsons Brinckerhoff and Nakano Associates). Recommendations from the latter study that pertain to Westlake include: widening the sidewalk on the east side of Westlake Ave N in the two blocks north of Denny, introducing back-in angle parking on the west side of Westlake Ave N two blocks north of Denny and replacing the existing horse chestnut trees.

The Denny Triangle neighborhood plan calls for a "Westlake Boulevard Plan" and improvement of Westlake Avenue including tree planting between Olive Street and Denny Way. The conversion of Westlake Avenue to a landscaped boulevard was considered an integral element of the comprehensive land use and transportation plan for the Denny Triangle neighborhood. The plan recommended that landscaping and design features along Westlake be coherent north and south of Denny Way.

The intersection of Westlake and Denny was recommended as a location for gateway elements such as public art, hanging baskets, signs and banners. The triangle currently used for display of new cars at the intersection was recommended as a possible gateway site.

Planned Projects
There have been discussions of a possible a streetcar connection between downtown and the South Lake Union Waterfront Park.

Vulcan Inc. are contemplating development of the four corners of the Westlake Ave. N. and Denny Way intersection.

THOUGHTS?

Key Design Challenges
How would you define the current and future function of Westlake Ave N?

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In terms of maintaining and supporting that function, what do we need to consider in terms of the streetscape?
(i.e. sidewalk widths, curb dimensions, location and type of street tree)

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Are there elements of the Westlake Ave N streetscape that should be consistent along its entire length?

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What remaining issues need resolution?

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Are there any ideas that should be taken off the table?

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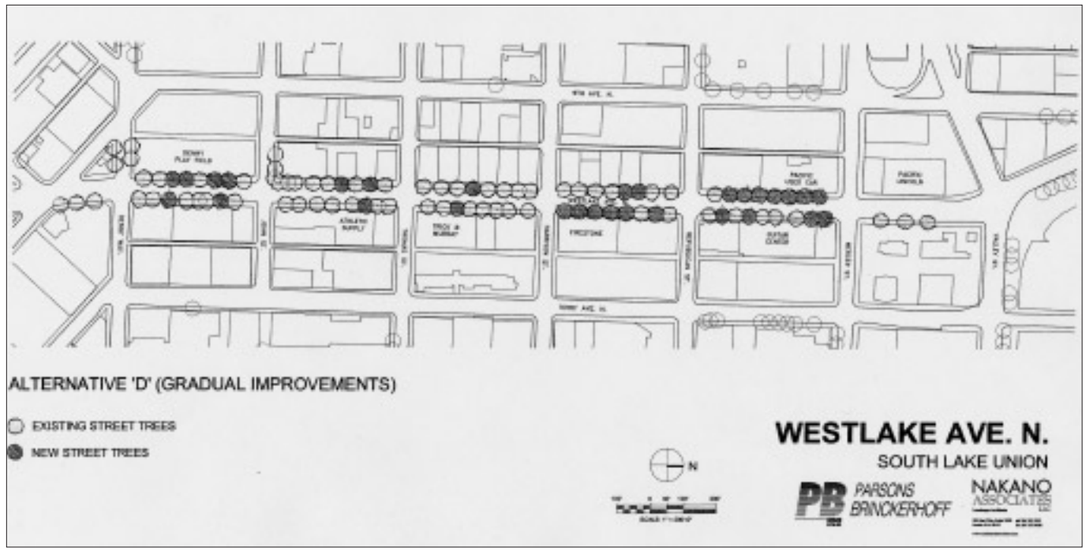
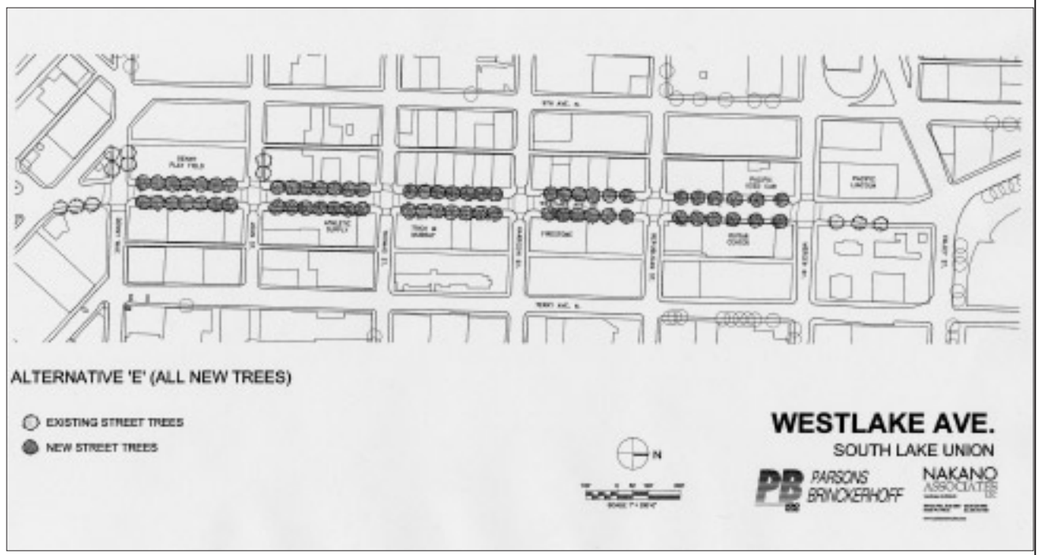
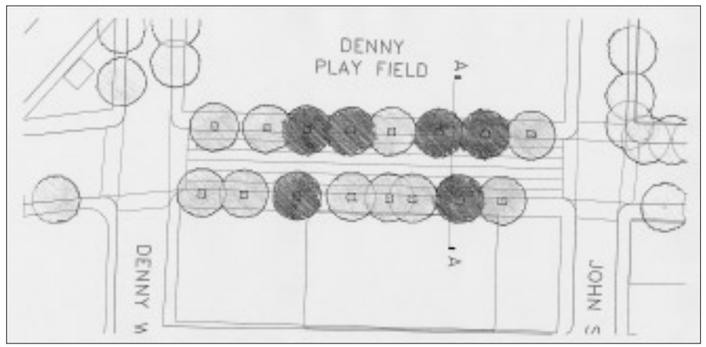
POSSIBILITIES . . .

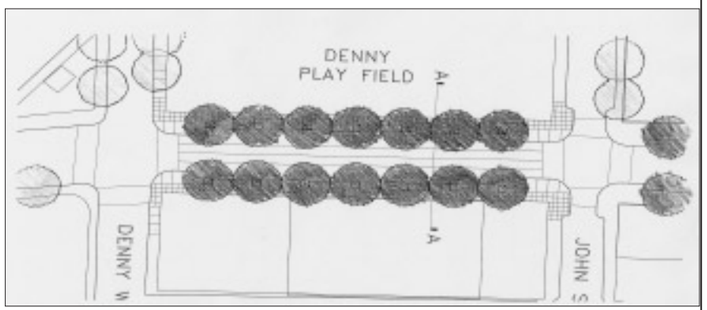


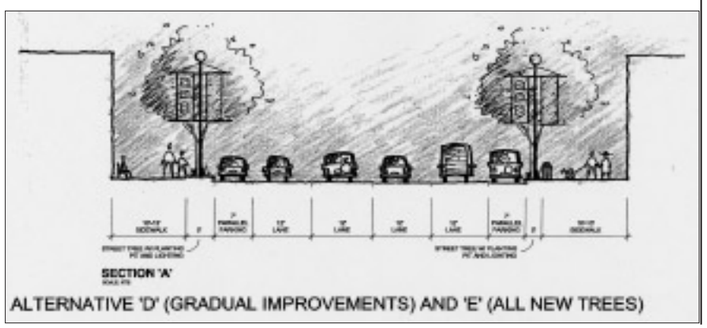




Parsons Brinckerhoff and Nakano Associates were hired by the City of Seattle to identify and evaluate potential corridor improvements for the South Lake Union roadway network. These illustrations represent alternatives proposed in the Phase 2 draft report that pertain to Westlake and 9th Avenues N. All three alternatives that address Westlake Ave N. have similar elements that accommodate future change to the area, including: accommodating vehicular and pedestrian movement for the existing and future businesses; new street trees and pedestrian lighting to provide visual continuity and reinforce the sense of flow for traffic moving into and through the area; and pedestrian amenities (e.g. benches and trash receptacles) placed at intervals along sidewalks on both sides of the street. The two alternatives that address 9th Ave N. both include new street trees, low shrubs and ground cover in the tree pits, and benches and trashcans placed along the sidewalk on both sides of the street. In addition, new pedestrian lighting is proposed and all crosswalks are marked with decorative paving for pedestrian safety.

(Page 20, *South Lake Union Phase 2 Draft* report)





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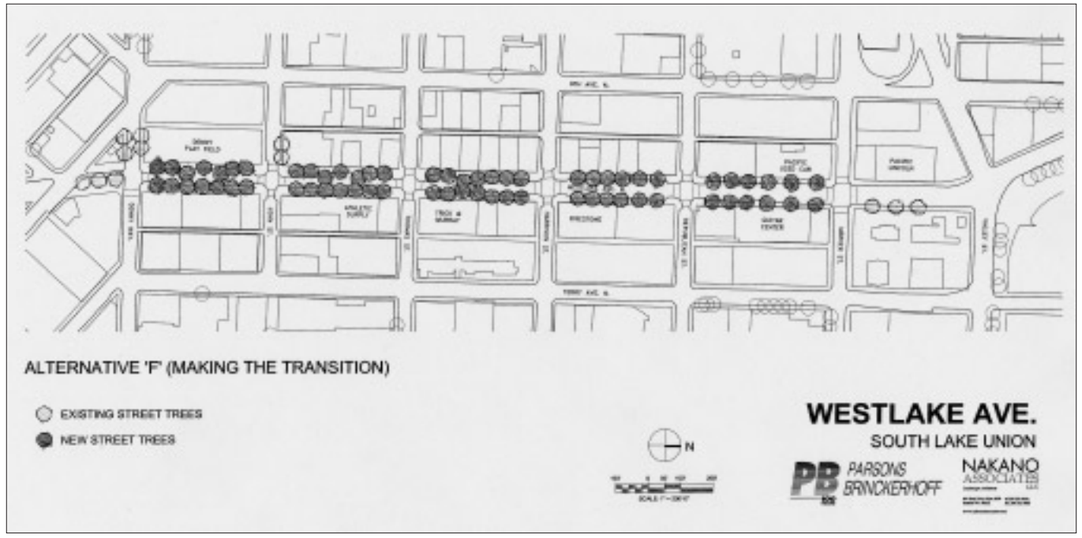

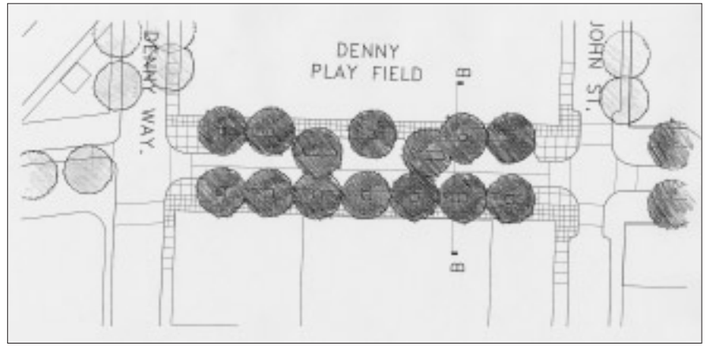

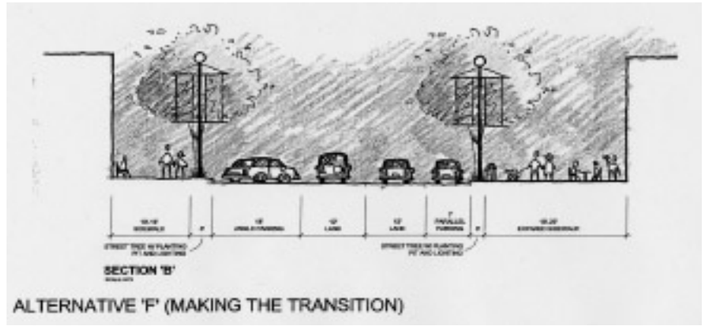

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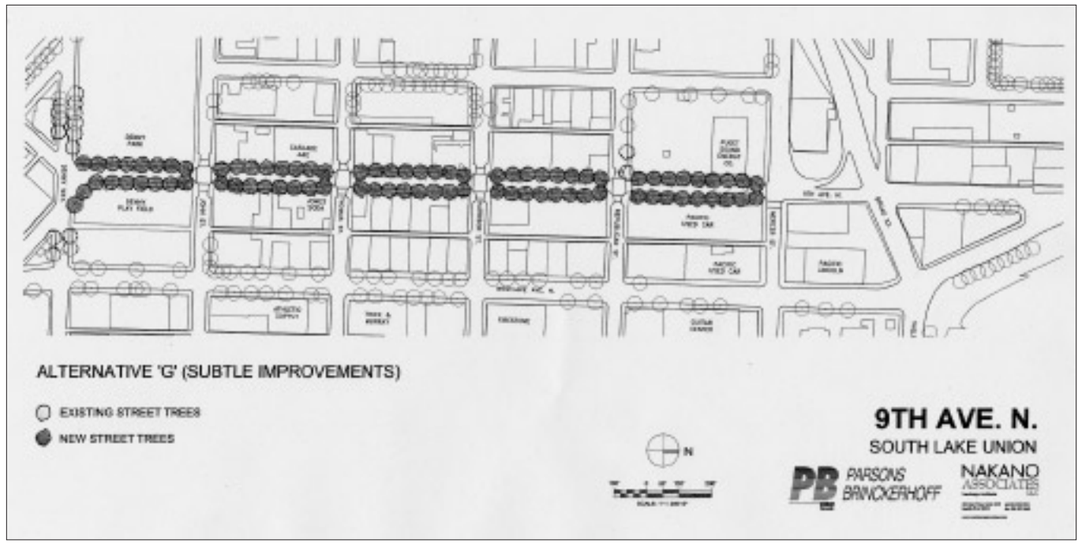
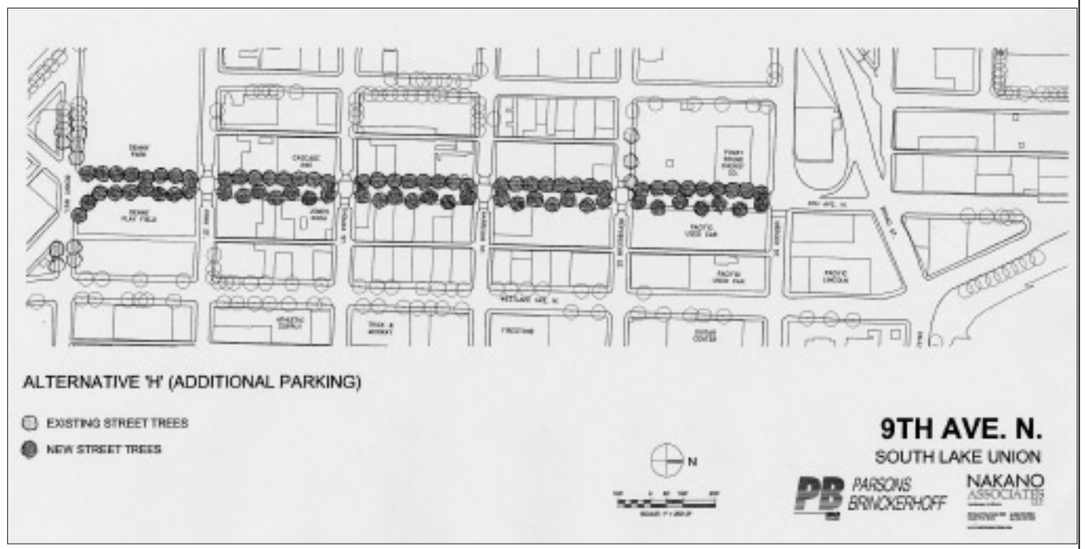
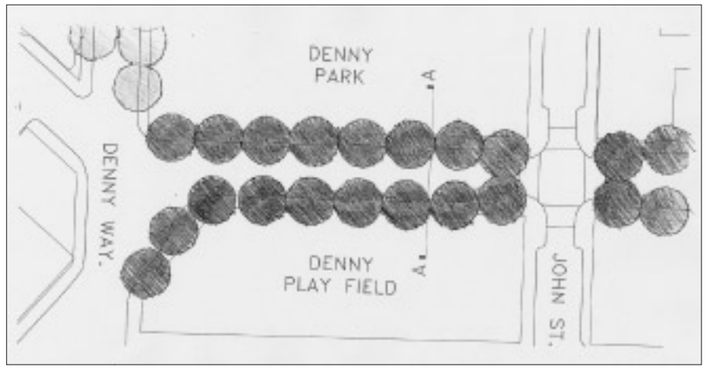
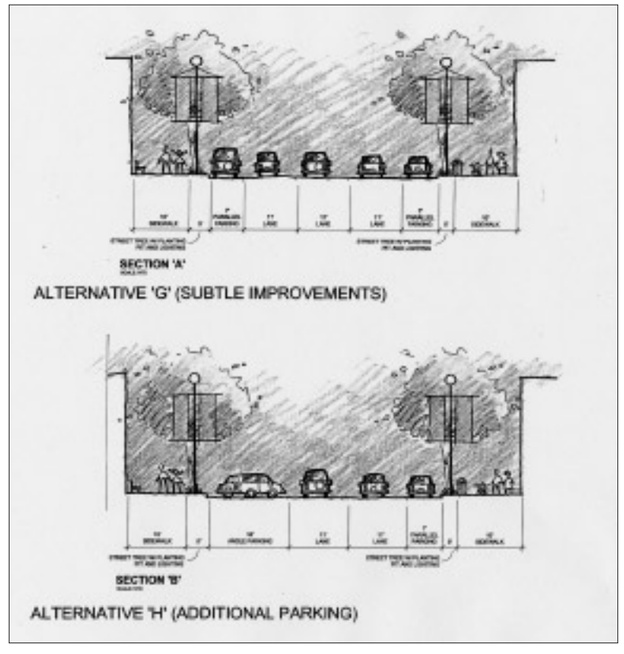
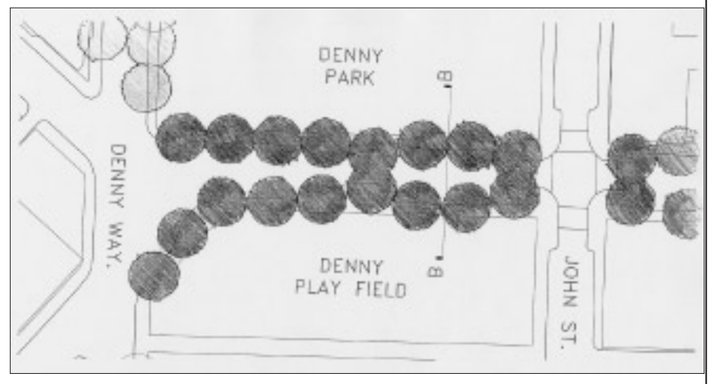


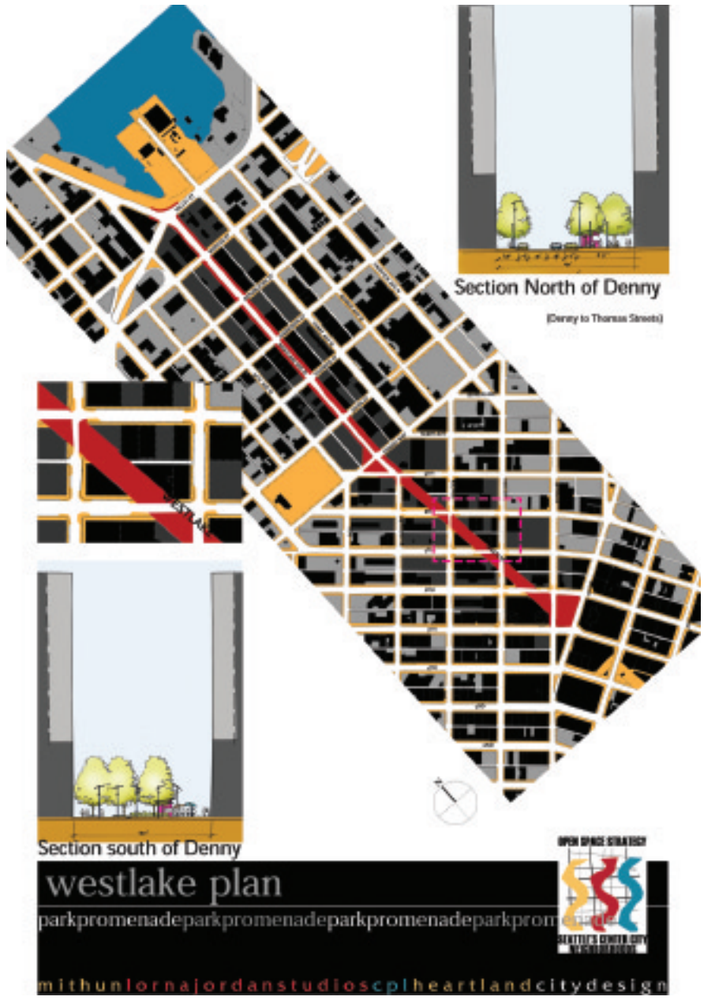








WESTLAKE BACKGROUND INFORMATION



Esplanade

from *Center City Open Space Strategy Westlake Avenue Design Concepts*

The Center City Open Space Strategy includes concept design for Westlake Avenue in the Denny Triangle as a "catalyst" project. This work is part of the implementation of the neighborhood plan recommendations described on page 17. The Open Space Strategy consultant team is developing two design concept alternatives for the section of Westlake Avenue in the Denny Triangle. The two alternatives are:

- ***Esplanade*** - A concept for creating an active sidewalk environment along Westlake Avenue with street vending, café seating, sidewalk retail and other pedestrian uses. The sidewalk on the east side of Westlake Avenue would be widened to 24 feet. The traffic lanes reduced to two with parallel parking on either side. A rail transit line would share the traffic lane with vehicles.
- ***Promenade*** - A concept for converting the Westlake right of way to park blocks and returning traffic circulation to the city grid. Westlake Avenue would be closed to automobile traffic but open to rail transit. Existing streets on the grid crossing Westlake Avenue would be open to traffic.

In addition the Open Space Strategy team artist is developing the Westlake Gardens urban watershed concept to complement either of the above design concepts. The Westlake Gardens concept suggests an infrastructure of water features that define outdoor spaces and activity areas along Westlake Avenue in the Denny Triangle.

The Open Space Strategy team has had several coordination meetings with Nakano Associates, streetscape design consultants for the section of Westlake Avenue in South Lake Union.

Promenade

WESTLAKE BACKGROUND INFORMATION

Excert from – *Denny Triangle Neighborhood Plan*

The neighborhood plan called for a "Westlake Boulevard Plan" and improvement of Westlake Avenue including tree planting and "boulevard" treatment between Olive Street and Denny Way. Conversion of Westlake Avenue to a landscaped boulevard was considered an integral element of the comprehensive land use and transportation plan for the Denny Triangle neighborhood. The plan recommended that landscaping and design features along Westlake be coherent north and south of Denny Way. Westlake Avenue should be redeveloped as a linear urban design element that provides a pedestrian amenity and forms a functional and visual linkage from the downtown core to Lake Union. Westlake Avenue cutting across the street grid in the Denny Triangle presents opportunities for a positive open space environment. Design for a landscaped boulevard along Westlake Avenue will need to facilitate smooth traffic flow. The boulevard design should modify side street and cross street connections, revise traffic control and improve safety and convenience of pedestrian movement along and across the street throughout the corridor. Improvement of Westlake Avenue should be a City sponsored effort tied to utility and transportation infrastructure improvements. Proposed improvements include:

- A landscaped boulevard with bike lanes and widened sidewalks.
- Gateway/terminus at Westlake Circle.
- Vacate street connections at 7th Avenue and Blanchard Streets as shown in the 1995 Downtown Plan and/or 9th Avenue or Lenora Street to provide the opportunity to steer away traffic and establish pedestrian enclaves.
- Incentives for boulevard related amenities extending to all intersected blocks.
- Two travel lanes in each direction separated by a raised landscaped median, with left turn lanes and/or u-turn lanes, and retaining on-street parking and bus zones.
- Side street closures and traffic calming to support neighborhood land uses, ensure traffic operations on Westlake Avenueand adequate local access/traffic circulation.

The intersection of Westlake and Denny was recommended as a location for gateway elements such as public art, hanging baskets, signs and banners. The triangle currently used for display of new cars at the intersection was recommended as a possible gateway site. Improved pedestrian access to Denny Park and the play field were also recommended.

OTHER BACKGROUND INFORMATION

from Makers' *South Lake Union Properties*

Concept sketch of a pedestrian bridge across Valley Street.

Valley Street Pedestrian Crossings

Increased pedestrian activity associated with the new South Lake Union Park and new development on the study properties will increase pedestrian activity in the area, making the need for safe pedestrian crossings on Valley Street even more urgent. Analyzing the need and potential of a pedestrian bridge at or near the Terry/Valley intersection was part of the scope of this study.

The perceived function of a pedestrian bridge would be to provide access to the South Lake Union Park from structured parking located south of Valley Street. However, provision of overhead pedestrian bridges is always a controversial issue. To be acceptable, an overhead connection needs to provide tangible public benefits combined with adequate visual appeal. In analyzing the Valley Street pedestrian connection, the following issues were considered:

- ***Safety***. Crossing Valley Street is not a pleasant or safe pedestrian experience. With an average of over 43,000 vehicles each weekday, Valley Street's traffic speed and volumes, busy drivers not accustomed to watching for pedestrians, wide traffic lanes, and a lack of defined pedestrian zones all contribute to an unsafe pedestrian area. A grade-separated crossing would improve safety.
- ***Usability***. If given the option, most pedestrians will choose an at-grade option rather than climb a stairway. Thus, to be effective, an overhead crossing must be as convenient as an at-grade crossing. A pedestrian bridge must also connect well-used pedestrian areas and have an easy, safe connection to parking. The full-block development scenarios offer the potential for this type of connection. It is doubtful if a usable connection could be provided if only individual City-owned properties are developed.
- ***Visual image***. A major concern with a pedestrian bridge is its visual impact. A Valley Street bridge will become part of the area's gateway character and, as such, it must be carefully designed. A massive structural bridge would detract from the area's maritime character and give Valley Street a tunnel-like image. Fine scale and unobtrusive structure would be preferable for any bridge. A light nautical bridge design achieved by simple, thin truss members and cable bracing would be compatible with the neighborhood's character.

Example of a light, visually transparent bridge design. The Bollman truss bridge built in 1869 is a hybrid suspension and truss structure.

- ***Connection to South Lake Union Park.*** The pedestrian bridge is primarily intended to connect parking to the park. Even with a bridge, the distance from parking on the project sites to the waterfront edge at the former Naval Reserve Building is over 800 feet. This is a long walk in bad weather, especially for a handicapped, elderly, or very young person. Although a bridge would improve access for these users, the design of the park from arrival point to destination will need to provide an atmosphere that is interesting enough to encourage visitors to walk this far. The importance of this walkway will also be critical to the success of the Maritime Heritage Center if it is developed in the former Naval Reserve Building.
- ***At-grade crossing.*** An at-grade crossing at Terry Avenue N without a traffic light would only work if Valley Street were no more than four lanes wide at the intersection. Any wider street configuration would increase the need for a grade-separated crossing.
- ***Traffic signal.*** An at-grade crossing would require installation of a traffic light at the Valley/Terry intersection. It is not known if traffic flow LOS requirements can be met with a light at Terry Street. The City of Seattle is reviewing this issue. Pollution caused by vehicles idling at a stop light may also be an issue.
- ***Pedestrian underpass.*** A pedestrian underpass running beneath Valley Street was considered, but concerns about user safety and lack of good visual surveillance were considered sufficient to eliminate this option.

Streetscape Character

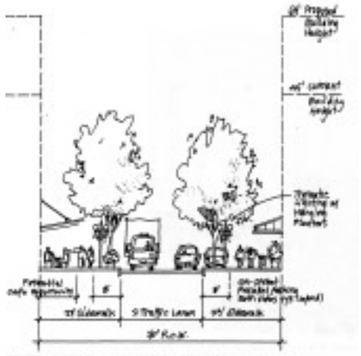
The existing configuration of street right-of-ways in the study area favors vehicular circulation. Successful development of this area will require accommodating the functional and aesthetic needs of both vehicles and pedestrians.

- ***Multiple modes.*** Design streetscapes to accommodate multiple users including: pedestrians, bicyclists, and vehicles. Strengthen pedestrian and bicycle uses while maintaining vehicular traffic flow. Minimize conflicts between pedestrians, bicyclists and vehicles wherever possible.
- ***Connections.*** Create a streetscape environment that encourages stronger pedestrian and bicycle connections between the upland Cascade and South Lake Union neighborhoods and the Lake Union waterfront.
- ***Streetscape character.*** Develop streetscape designs that reinforce the character of individual streets.
- ***Utilities***. Coordinate above- and underground utilities with implementation of transportation improvements and new development. Consolidate poles and combine them with other uses (such as pedestrian lighting) wherever possible.
- ***CSO project.*** Construct Valley Street improvements and install underground electrical cables in conjunction with CSO project construction.
- ***Street fixtures.*** Establish a street furniture and paving design palette that reinforces the identity of the South Lake Union area.

A clear view of Lake Union can be seen down the Westlake Avenue N corridor.

OTHER BACKGROUND INFORMATION

- ***Westlake Avenue N.*** Work with the community, the City and an urban design consultant to design land use and street use for a comprehensive "Great Street." Include appropriate street trees and enhanced sidewalks.
- ***Westlake/Valley intersection.*** Explore reconfiguring the Westlake/Valley intersection to improve the safety of pedestrian crossings, particularly where there are conflicts between pedestrians and vehicles turning north on Westlake Avenue N from westbound Valley Street.



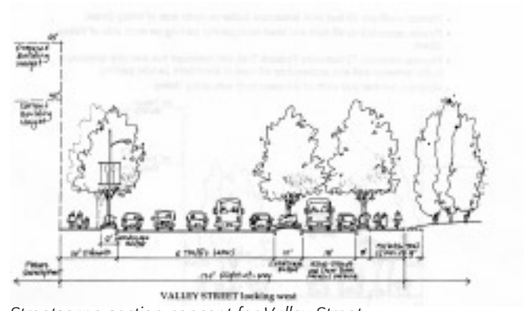
Streetscape section concept for Terry and Boren Avenues N.

The South Lake Union Neighborhood Plan designates Terry Avenue N as a special pedestrian-oriented street and view corridor extending to Lake Union.

The Center for Wooden Boats gazebo sits at terminus of the Boren Avenue N axis. The masts of the Wawona schooner are also visible from the street corridor.

The existing Fairview/Valley intersection is a chaotic blur of vehicles, over-sized signs, and overhead utility cables. Beyond the Burger King building is a clear view of the lake.

- ***Fairview/Valley intersection.*** Reconfigure the Fairview/Valley intersection in a way that improves traffic flow and pedestrian safety with a minimum of private land acquisition.
- ***Terry and Boren Avenues N.*** Design Terry and Boren Avenues N to accommodate pedestrian-oriented improvements, such as wide sidewalks and heavy landscaping, at the north end of the blocks and short-term on-street parking
  - Design streetscapes on Terry and Boren Avenues N to emphasize pedestrian character and scale and to accommodate service access and local circulation.
  - Provide sidewalks a minimum of 20 to 24 feet wide to accommodate pedestrian traffic and sidewalk activity (outdoor cafes, street furniture, etc.). At the south ends of the blocks, provide on-street parallel parking on both sides of the streets.
  - Provide pedestrian scale street furnishing, lighting and paving detailing.
  - Provide street tree plantings contiguous with plantings across Mercer Street up both Terry and Boren Avenues.
  - On Terry, emphasize the visual landmark of the Naval Reserve building.
  - On Boren, emphasize the visual landmark of the masts of the Wawona schooner.
  - Coordinate the pedestrian crossings of Valley and Mercer Streets with the streetscape designs for Terry and Boren Avenues.
  - On Boren, utilize the Center for Wooden Boats entrance as a visual terminus to Boren Avenue's axis.
- ***Terry/Valley intersection.*** Improve the at-grade crossing at Terry Avenue N with special crosswalk pavement. Explore the feasibility of a traffic signal. If a pedestrian bridge is built, land the bridge on the north side of Valley Street in a soft, at-grade setting in the park.

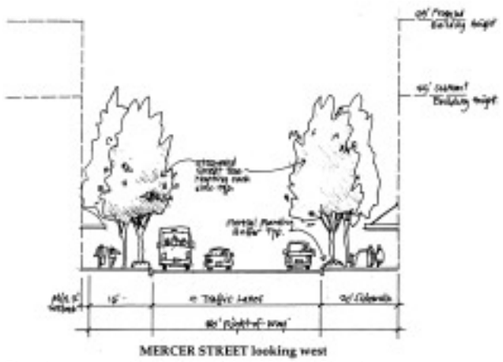


Streetscape section concept for Valley Street.

- ***Valley Street.***
  - Develop a streetscape design for Valley Street that functions with and complements South Lake Union Park and other adjacent circulation linkages.
  - Develop engineering and urban design treatments of Valley Street that balance the vehicular role with establishing a pedestrian-friendly linkage between South Lake Union Park and the project sites.
  - Do not add or widen traffic lanes on Valley Street. Instead, design the 120-foot right-of-way to include: a 20- to 24-foot sidewalk on the south side of the street; no more than five traveling lanes, including a turn lane; a landscaped median; a driveway lane with parallel or angled parking and a bus pull-out for the park on the north side of the traveling lanes; and the Potlatch Trail.
  - Maintain Valley Street at five traffic lanes and minimize lane widths to the extent possible without impacting traffic flow. Reconfigure the westbound left-turn lane to begin west of the Terry Avenue pedestrian crossing.
  - Create primary pedestrian crossing zones across Valley Street at Terry reinforcing potential Terry Avenue green street status south to the Denny corridor. This pedestrian crossing should function with or without a pedestrian bridge crossing.
  - Reconfigure the Fairview/Valley intersection to reduce the westbound left turn angle, provide increased traffic flow, better pedestrian crossing and streetscape unification.

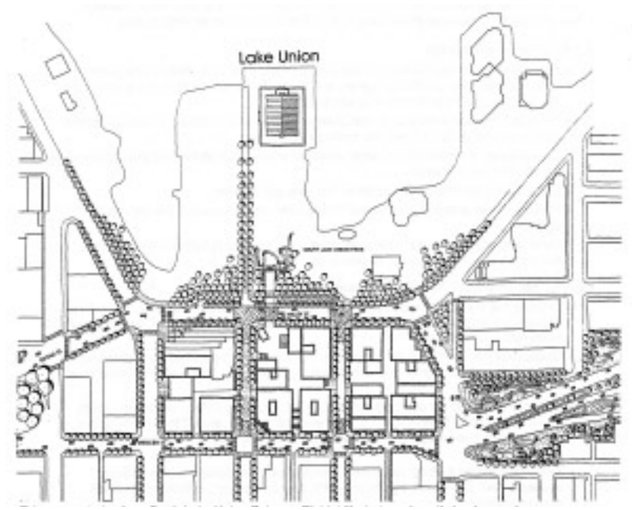
OTHER BACKGROUND INFORMATION

- Reinforce Valley Street corridor with strong street tree plantings.
- Analyze and explore design options for the Westlake/Valley/ Broad intersection.
- Reinforce pedestrian crossings across Valley Street at Westlake and Fairview Avenues N.
- Sidewalks on the south side of Valley Street should be 20 to 24 feet wide including a landscaped buffer along the curb edge.
- Provide minimum 10 feet wide landscape buffer on north side of Valley Street.
- Provide access/drop off road and short-term parallel parking on north side of Valley Street.
- Provide minimum 12-foot-wide Potlatch Trail with minimum five feet side landscape buffer between trail and access/drop off road or short-term parallel parking.
- Minimize number and width of driveway curb cuts along Valley.



Streetscape section concept for Mercer Street.

- ***Mercer Street.*** Explore expanding the right-of-way on the south end of Block #106 to get an additional lane on Mercer, between Dexter Avenue N and the Interstate-5 ramps.
  - Minimize number and width of driveway curb cuts along Mercer Street.
  - Create primary pedestrian crossing zones across Mercer Street at Terry Avenue N reinforcing potential Terry Avenue green street status south to the Denny corridor.
  - Plan to create secondary pedestrian crossing zones across Mercer Street at Boren encouraging connection between South Lake Union Park and waterfront businesses with the Westlake district and the Cascade neighborhood.
  - Reinforce pedestrian crossings at the Mercer/Fairview intersection.
  - Unify the Mercer Street corridor with additional street tree planting, sidewalk improvements and furnishings such as lighting and signage.
  - Make sidewalks on the Mercer Street a minimum of 18 feet wide.



This concept plan for a South Lake Union Gateway District illustrates a heavily landscaped, continuous gateway corridor.

Gateway Character.

Two major gateway portals are addressed in this plan: the Interstate-5 freeway on-off ramp at Fairview Avenue and the Broad Street/Mercer Street underpass. In addition to serving as a portal into the project area, the Interstate 5 interchange is an important gateway into and out of downtown Seattle. The Broad Street/Mercer Street underpass portal demarcates the transition from the South Lake Union neighborhood to the Seattle Center district. While these portals have distinct characters, it is important to treat them as part of a continuum linked by the Valley/Mercer Street couplet.

- ***Progressive gateway corridor.*** Develop a continuous streetscape design theme for the Valley/Mercer couplet that unifies the experience of moving between them the Interstate-5 interchange portal and the Broad/Mercer underpass.
- ***Landscaping.*** Create significant areas of plantings along the entire corridor to unify and enhance circulation without compromising efficiency, safety, or visibility.
- ***Portals.*** Provide appropriate design expression that signifies the importance of the two main gateways of this portion of the South Lake Union neighborhood: the Interstate-5 /Mercer interchange, and the Broad/Mercer underpass.
- ***Interstate 5 interchange.***
  - Develop the existing Interstate-5 interchange right-of-way to reinforce its gateway nature through the careful placement and scale of site elements such as earthwork, art, lighting, paving treatment and landscape.
  - Develop the entire Interstate-5 interchange right-of-way to create a bold landscape statement that is distinct from the freeway experience.
  - Capitalize on the potential to frame eastward views to Capitol Hill as one approaches the Interstate-5 on-ramps.
  - Enhance the pedestrian crossings at Fairview and Mercer.
  - Investigate the potential for creative stormwater management at the Interstate-5 portal.
  - Make sidewalks along the west side of Fairview Avenue N between Valley and Mercer Streets a minimum of 16 feet wide.
- ***Broad Street/Mercer Street Underpass.***
  - Develop the Broad Street/Mercer Street underpass to reinforce its gateway nature through the careful placement and scale of site elements such as art, lighting, paving treatment and landscape.
  - Strengthen the planting at the Ninth/Roy intersection of the Broad Street/Mercer Street underpass to complement the existing green open space at the Ninth/Broad intersection.
  - Unify the Broad Street segment between Ninth Street and Westlake Avenue with street trees and/or furnishings (i.e. banners, lighting, art, etc.). Strengthening this street segment will unify the underpass and Westlake intersection as the western portal.
  - Sidewalk treatment along Westlake Avenue should reinforce the "Great Street" concept which addresses significant traffic flow as well as generous pedestrian accommodation.

OTHER BACKGROUND INFORMATION

Public Art

- Address both the pedestrian and automobile experiences in terms of scale and placement of artwork.
- Integrate artwork with infrastructure and landscape treatment to maximize budget and take advantage of potential for scale.
- Coordinate public artwork with implementation of neighborhood transportation and utility capital projects.
- Establish nodes of design intensity and large scale at major intersections.
- Consider incorporating public art with the following locations and opportunities:
  - Fairview/Mercer intersection. If a building is developed at the corner of Fairview Avenue N and Mercer Street, consider using the façade to incorporate a large-scale, changing festival banner sign or marquee announcing events such as the Wooden Boat Festival and Bumbershoot.
  - Fairview/Mercer/ramp traffic island.
  - Fairview/Valley intersection. Along with the future realignment of the intersection, provide extensive planting and possibly artwork on the north side of Valley Street to frame views of Lake Union.
  - Valley Street pedestrian bridge. Collaborate with an artist to create a unique, light-frame bridge design.
  - Mercer Street pedestrian bridge. If an overhead crossing of Mercer Street is developed, consider a lively bridge structure that could be utilized for retail or public activities, in the style of the Ponte Vecchio.
  - Westlake/Valley intersection. Provide extensive planting and possibly artwork on the north side of Valley Street to frame views of Lake Union.
  - Broad Street tunnel approach and entry. Line the corridor with extensive planting. Consider large-scale artwork on the façade of the tunnel entry.
- Create pedestrian-scale streetscape elements such as street light fixtures, pedestrian-scale lighting fixtures, benches, paving, recycled site materials, and plant materials.
- Establish a coordinated South Lake Union Gateway District public art program.
- See the Artwork Plan for South Lake Union (Elizabeth Conner, October 1999) for more detailed public art recommendations.

The plain façade of the Walker Art Center in Minneapolis provides an ideal backdrop for a highly visible event banner.

Pavement detailing can echo elements of the neighborhood's character and create elements of interest at a pedestrian scale.

Open Space

Planning for open space should strive to achieve a system of interconnected greenways, parks and open areas. Combined with the current updating of plans for South Lake Union Park, transportation and beautification projects, the South Lake Union Urban Design Study provides an excellent opportunity for creating an open space network that will enhance the identity of this portion of the South Lake Union neighborhood. Open space consists of both public and private spaces.

- Locate open space to take advantage of existing conditions such as views, circulation, waterfront edges, plantings, natural features, topography, and proximity to amenities.
- Encourage development of publicly-accessible second-level and rooftop open space on the study blocks.
- South Lake Union Park
  - Coordinate South Lake Union Park design with Valley Street improvements. Pedestrian, vehicular, and bicycle improvements in the street right-of-way should merge seamlessly into the adjacent park. Consolidate and simplify trail connections, sidewalks, parking and vehicular parking/access.
  - Provide a strong unifying landscape along Valley Street that separates pedestrians/ bicyclists and vehicular traffic.
  - Design clear and inviting entrances into South Lake Union Park.
  - Minimize conflicts between pedestrian/bicyclists and automobiles, especially at the intersection of Fairview and Valley.
  - Support an interconnected network of public and private open spaces, both planted and hard surfaced, throughout the South Lake Union neighborhood.

Landscape

- ***Landscape character.*** Preserve and enhance the existing landscape and use new plantings to create a strong landscape identity for the area.
- ***Street trees.*** Use street tree plantings as the unifying landscape element along the major street corridor.
- Views. Frame and highlight views of Lake Union and the larger geographic context through planting and earthwork.
- ***Natural features.*** Highlight and echo the area's natural features, namely Lake Union and its shoreline vegetation.
- ***Public art.*** Increase the visual interest of walking and driving by integrating art into the landscape. Utilize art to highlight the major gateways.
- ***Earthworks.*** Explore creative grading and planting (earthworks or earth art) at the portals.
- ***Surface water drainage.*** Investigate the innovative treatment of stormwater runoff and conveyance.

Signage

- Develop a clear directional signage system that provides wayfinding information for vehicles, bicyclists, and pedestrians.
- Consolidate signs wherever possible.

OTHER BACKGROUND INFORMATION

CITY OF SEATTLE PROPERTIES

Background

In March 1999 the Seattle City Council approved the South Lake Union Neighborhood Plan. The Neighborhood Plan represents a remarkable effort by local businesses, property owners and residents who focused on three key elements: open space, neighborhood character and transportation. At that time Mayor Paul Schell directed City department directors to make implementation of the South Lake Union Neighborhood Plan a key priority and he announced that a team of City staff would collaborate with the neighborhood on implementation of the Plan. This City team has continued to meet with the community since approval of the Plan and has focused on South Lake Union Park, transportation improvements and redevelopment of City owned property.

The top priority in the Neighborhood Plan is development of South Lake Union Park. To that end, in July 2000, the City purchased the U.S. Naval Reserve property, completing assemblage of over 12 acres for South Lake Union Park. Also in July 2000 the City Council adopted Resolution 30206, which is an update to the South Lake Union Park Master Plan. In addition, the City is partnering with the Maritime Heritage Foundation to create a Maritime Heritage Center that will provide a wide array of historical, cultural, educational, and recreational maritime activities, and a wharf for long-term moorage of large historic vessels. The Kreielsheimer Foundation has provided a $1 million challenge grant for the development of the wharf project. Seattle voters provided an additional $5 million for the Park in November 2000 as part of the Pro Parks Levy.

Transportation is the second key area in the Neighborhood Plan. After over 50 studies in the past 30 years, the Neighborhood Plan represents the first time the neighborhood has come to a general consensus on transportation improvements for the neighborhood. The Plan recommends a series of localized approaches to improve traffic and pedestrian circulation and safety. The Plan calls for a realignment of the Fairview/ Valley Corridor, a Roy Street crossing at Aurora, and streetscaping improvements on Mercer, Valley, and Westlake and 9th Avenue. The City received a $1.5 million grant from the Puget Sound Regional Council to study the design and estimate the costs of these projects. Parsons Brinckerhoff is currently in the final stages of this preliminary engineering work.

The Plan also recommended that the City encourage redevelopment of its holdings in the neighborhood. The City had acquired its South Lake Union properties years ago for the never-constructed Bay Freeway project. The neighborhood in its plan urged the City to encourage redevelopment of the properties now so that development could occur in a way which would enhance the overall neighborhood and which would complement Park development. Citizens and business owners have expressed numerous visions for redevelopment of the City properties. In 1999, prior to commencing with a sales process, the City hired Heartland, a real estate consulting firm, and MAKERS, an architectural and urban design firm, to study the area. The consultants evaluated general concepts of site layout, capacity, and the related financial values for different development scenarios of the City properties. The resulting analyses provided decision-makers a framework to weigh the trade-offs between financial and other public benefits of property development.

In December 1999, the City Council adopted Resolution 30080 which directed the City to issue an RFQ for redevelopment of ten properties, and laid out the City's public objectives for redevelopment of the properties. Four of the properties are located directly south of Lake Union, and are zoned Commercial 2 with a height limit of 40 feet. The six other properties are located further to the west and are zoned Commercial 2 with a height limit of 65 feet. Information from the Heartland and MAKERS reports were used to develop Resolution 30080, as was input from the South Lake Union Neighborhood Planning Committee. The Planning Committee is comprised of the citizen leaders from the neighborhood planning effort. The City concluded that seeking developers through a RFQ would best promote the City objectives while making use of the knowledge and creativity of experienced developers. The City issued the RFQ in January 2000. The City selected Vulcan Northwest (Vulcan Inc.) to enter into negotiations in April 2000. Negotiations commenced in June 2000.

A South Lake Union Negotiation Oversight Committee, comprised of two City Councilmembers, two Department Directors and a Council Central Staffperson have met three times a month throughout the process to receive input and updates from the City's negotiation team, which includes the City's real estate advisory consultant (Heartland). The Committee has received technical resource input from numerous City departments, including the Office of Housing, the Strategic Planning Office, the Department of Parks and Recreation, Fleets and Facilities Department (F&FD), the Department of Design, Construction and Land Use (DCLU), the Department of Neighborhoods (DON), SeaTran, Law, City Budget Office and the City Council's real estate consultant for this transaction (David Haworth).

The purchase and sale agreement concerning the sale of the City properties to Vulcan Inc. was made public on May 18, 2001 and was reviewed by the City's Public Private Partnership Panel (P4). The City Council held a public hearing on proposed legislation to approve the purchase and sale agreement and on the proposed use of proceeds on June 19, 2001. The City Council approved both pieces of legislation on June 25, 2001.

Summary of Purchase and Sale Agreement

On June 25, 2001, the City Council adopted an ordinance approving a purchase and sale agreement for the City to sell 8 parcels to Vulcan Inc. for $20.8 million. Vulcan Inc. will assume responsibility for clean up of any hazardous substances on seven of the parcels at a value deduct of $600,000. The City will receive a full indemnification from future environmental risk on seven parcels. One parcel (14) will have separate conditions concerning environmental issues.

In addition to providing full market value for the properties, Vulcan Inc. will provide a 20,000 square foot cultural facility and 50 new affordable housing units in the South Lake Union neighborhood, and will provide parking available to the public using South Lake Union Park. Vulcan Inc. has also committed to an overall goal of providing an additional 450 market rate housing units in the South Lake Union area.

After closing on the properties, Vulcan Inc. will be obligated to apply for development permits within two years after gaining control of adjacent private parcels, with a maximum time limit of six years if assemblage is not successful. The purchase and sale agreement does not specify the types of uses that shall be constructed on the City properties. All uses and development will be subject to the City's Land Use Code.

OTHER BACKGROUND INFORMATION

Proceeds

In addition to approving the purchase and sale agreement, the City Council adopted Resolution 30334 that outlines the investment priorities for the South Lake Union proceeds The Resolution includes the following major elements:

- A primary focus on South Lake Union transportation improvements. Approximately $4.69 million of the sale proceeds will be used to reimburse the City for property acquisition costs already authorized for the Fairview/Valley Corridor Realignment Project which will improve traffic circulation and safety. At least an additional $9 million will be used for other transportation projects currently being studied including construction costs associated with the Fairview/Valley Corridor Realignment and a Roy Street crossing at Aurora for vehicles, pedestrians and bicycles. Specific project recommendations will be made to City Council once the appropriate information is available. It is the City's goal that these dollars can result in significant leveraging of State, federal and private monies (all directed to improve traffic flow in the Mercer-Valley corridor and the broader South Lake Union area.
- The Resolution proposes investing $2.25 million of the sale proceeds into affordable housing in the South Lake Union area. These funds will leverage other public funds and will generate at least 50 new units of housing affordable to individuals and/or families making 60% or less of the Seattle-area median income. The units will be covenanted to stay affordable for at least 40 years. The units will be built in the general South Lake Union area outside the Cascade area or located in other nearby areas convenient to the new jobs expected to be created in the South Lake Union Neighborhood (this includes all of downtown, Eastlake, Pike/Pine and Uptown). Cascade is excluded from this area because this area already has a high proportion of the overall area's subsidized housing units.
- The Resolution established a reserve of $5 million for funds related to Parcel 14. If the clean-up issues on the adjoining site are resolved, half of the money ($2.5 million) would be added to the existing $2.25 million set aside for affordable housing. The other half (an additional $2.25 million) would be made available for public parking and mobility improvements in the Mercer-Valley corridor. Specific project details would need to be approved by the Mayor and City Council at that time.

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OTHER BACKGROUND INFORMATION

Last Revised May 2001

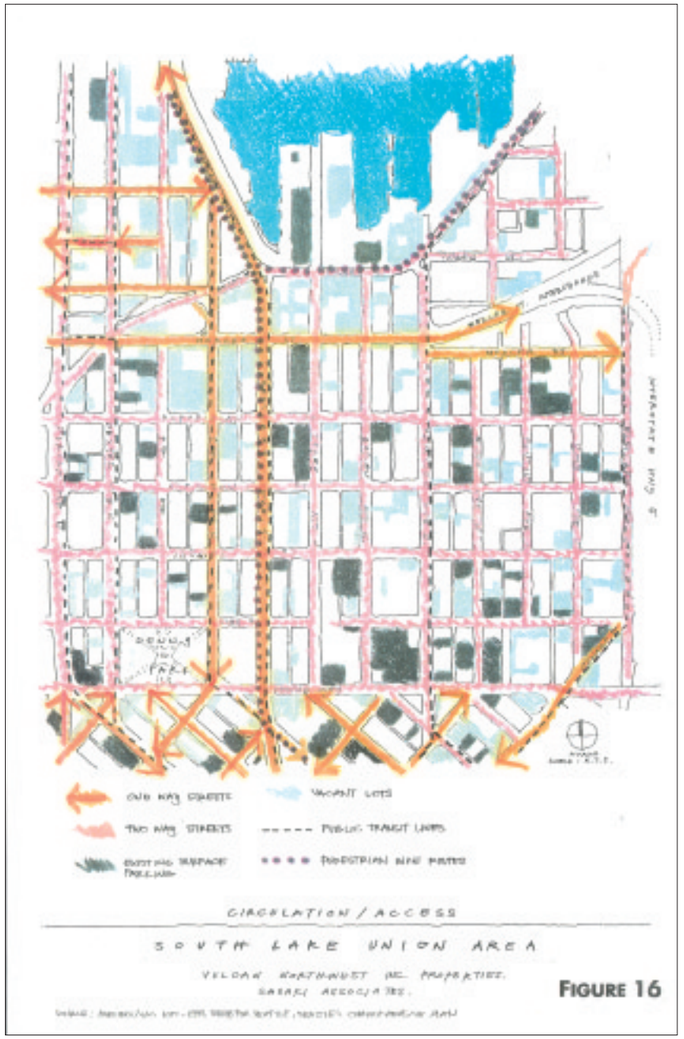

FIGURE 16

prepared by PRR